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SECURITY INFORMATION  
CENTRAL INTELLIGENCE AGENCY

REPORT NO.

# INFORMATION REPORT

CD NO.

COUNTRY Germany (Russian Zone)

DATE DISTR. 16 Apr 11 1952

SUBJECT Construction Projects of the Berlin Regional  
Railroad Headquarters

NO. OF PAGES 6

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PLACE  
ACQUIRED

NO. OF ENCLS.  
(LISTED BELOW)

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DATE OF INFO.

**SUPPLEMENT TO  
REPORT NO.**

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**REFERENCE COPY**

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1. The following information on railroad construction DO NOT  
 in 1952

Type of Project

Estimated Cost in  
1,000 Eastmarks

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### Replacement of trackage at Jueterbog railroad station

934 (1)

Enlargement of trackage at  
Kuestrin railroad station

2,484 (2)

### Construction of the transfer track at the Frankfurt/Oder road station

4,500 (3)

Construction of the second track  
on the Grossbeeren-Seddin railroad  
line

4,300

Construction of the marshaling yard  
in Wuhlheide

12,000 (2)

Enlargement of the trackage of the Frankfurt/Oder railroad station

480 (2)

Construction of transloading sheds at the  
Hustermark marshaling yard

1,200 (4)

# Improvement of the superstructure of the Lowenberg-Rathenow railroad line

2,483 (1)

Construction of the Grossbeeren- Alt-  
glienicks line of the southern section  
of the Berlin Outer Freight Ring

11,406 (5)

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Construction of a connecting curve, Justerbog- Brandenburg, in Belzig	2,450 (1)
Construction of a connecting curve, Falken- berg-Belzig, in Justerbog	5,200 (1)
Conversion of the Nauen-Senzke-Krielo-Rathenow 750-mm narrow gauge line to standard gauge (P-3)	5,000 (6)
Construction of a second track on the bridge over the Oder River near Frankfurt/Oder	2,400 (2)
Construction of a second track on the bridge over the Oder River near Kuestrin	997 (1)

- 25X1 2. On 10 December 1951, [ ] that work on the multiple railroad junction at Gruenau/Adlershof, the last stage of the southern section of the Berlin Outer Freight Ring, was completed. The junction was opened to traffic on 11 December 1951. A trial run with an express train, which reached a speed of 160/km/h, was made between Adlershof and Grossbeeren via Mahlow on 8 December 1951. However, [ ] that normal traffic on that sector of the Berlin Outer Freight Ring would not begin for about three weeks since final adjustments would have to be made. (5) 25X1

- 25X1 3. Prior to mid-December 1951, [ ] observations in the Berlin regional railroad district:
- a. Since 11 December 1951, the double track of the Gruenau line sector from the multiple railroad junction as far as the bridge over the Spree River has been in operation. About 50 percent of the rails and ties are used material of good quality. The new railroad embankment has an average height of 8 meters. Because railroad authorities expect the embankment to sink when used to full capacity, trains must not exceed a speed of 30 km/h for a few weeks. (5)
  - b. After the completion of some groups of tracks at the Justermark and Seddin marshaling yards, construction work has been suspended there. (5)
  - c. It is planned to build a connecting curve between the Berlin-Stettin long-distance line and the Berlin Outer Freight Ring north of Karow. This connecting curve, which is designed to be about 1,500 meters long, would establish a direct connection between Bernau and Granienburg. Work on the project is scheduled to be started in the spring of 1952. The construction of the connecting curve requires a slight shifting of the tracks of the Berlin interurban railroad system and the construction of a bridge over these tracks. (1)
  - d. In late November 1951, work on the construction of a connecting curve between the Berlin-Hamburg and the Justermark-Nauen railroad lines was started. The curve will be about three km long and will have a level crossing with the Berlin-Hamburg highway. Since the project involves only slight earthwork and no bridge construction work, it is expected that it will be completed by mid-February 1952. (2) 25X1

- 25X1 4. On 18 December 1951, [ ] learned, [ ] that a connecting curve was being built between Neugarten on the Rathenow-Justermark and Bredow on the Nauen-Justermark railroad line. (2)

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5. [ ] that 25X1  
work on the second stage of the southern section of the Berlin  
Outer Freight Ring was completed on 8 December 1951. On the same  
day, double track traffic on the ring was started and all the curves  
of the multiple railroad junction at Gruenau were in operation. The  
speed limit for trains operating on the southern section of the Ber-  
lin Outer Freight Ring is to be fixed at 160 km/h. (5)

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6. [ ] learned [ ] 25X1  
[ ] was ordered on 6 December 1951 to submit  
estimates of cost for the following railroad projects:

- a. Construction of a new line between Eberswalde and Loewenberg, a  
stretch of about 40 km. Estimated cost: approximately 70 million  
eastmarks. (7)
- b. Conversion of the Jueterbog-Dahme narrow-gauge line into a main  
line. On main lines, grades must not exceed a ratio of 1:500 and  
the diameters of curves must not be below 3,750 meters. Estimated  
cost: 75 million eastmarks. (8)

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7. a. [ ] learned [ ] 25X1  
[ ] that the official opening of the Bad Freienwalde-  
Angermuende railroad line, which was completed on 20 December 1951,  
was scheduled for 21 December. From this information, [ ] 25X1  
inferred that the railroad bridge over the Alte Oder was also com-  
pleted. (9) 25X1

- b. In early December 1951, [ ] learned, [ ] 25X1  
[ ] that the next scheduled construction project was the 25X1  
construction of a new railroad line between Ducherow and Ahlbeck.  
Since bridge girders of the required length are not available in  
sufficient numbers, an additional pier will have to be built for the  
bridge near Karnin. (10)

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- c. The reconstruction of the Lietzow-Binz railroad line, work on which  
will be executed in the course of 1952, will cost 1.8 million east-  
marks.
- d. The Templin-Pachrzig-Puerstenwerder railroad line is scheduled to  
be reconstructed at a cost of 7.8 million eastmarks. This sum can  
only be made available by the elimination of other construction  
projects originally included in the 1952 construction program. (11)

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- a. [ ] on 2 December 1951 that a standard-gauge connecting  
curve had been built from a point near Damgarten on the Stralsund-  
Rostock line to the Puetznitz/Boddenwerft railroad station. (12)

8. During the period from 6 through 11 December 1951, [ ] the 25X1  
following information [ ] 25X1

- a. According to a worker employed on the construction of the Frankfurt/  
Oder border crossing point, the present railroad embankment will be  
widened to provide space for six additional tracks. Rubbish from  
Frankfurt/Oder will be utilized for the widening of the railroad  
embankment. (3)
- b. The eastern section of the railroad bridge over the Oder River in  
Frankfurt/Oder was being reconstructed. The western section of  
this bridge was rebuilt in 1923/49. After completion of this pro-  
ject, this bridge will again be double track. (2)

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9. Prior to 15 December 1951, [ ] that riveting and welding operations on the railroad bridge over the Oder River in Kuestrin were continuing. During the period from 12 to 15 December, the last three piers of the bridge over the flood area of the river were concreted. No track construction work was observed on the island in the Oder River in mid-December. (1)

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a. The railroad bridge over the Oder River near Frankfurt/Oder will be reconstructed as a double track bridge and will use the piers of the previous bridge. (2) Construction work will be done by Baunzion, Berlin. The steel required for this bridge will be delivered by the Lova Plant in Niesky. Completion dates for the different construction stages were as follows:

- (1) Preparation of the construction site: 1 September to 15 October 1951;
- (2) Manufacture of steel in Niesky: 15 September to 31 December 1951 (more time will possibly be required for this work);
- (3) Erection of assembly scaffoldings for bridge superstructures II through V: 20 September to 31 December 1951;
- (4) Erection of scaffoldings for bridge superstructures I, VI, and VIII through X: 1 October 1951 to 1952;
- (5) Embedding of piles: 1 through 30 November 1951;
- (6) Assembly, including riveting, and installation of superstructures II and V: 1 November 1951 to December 1952;
- (7) Assembly, including riveting, and installation, of superstructures I, VI, and VIII through X: 1 November 1951 to December 1952;
- (8) Removal of scaffoldings: 20 November 1951 to December 1952.

The dates mentioned above could not be kept because of a lack of construction material or its delayed arrival, lack of skilled workers, particularly of carpenters, and difficulties arising from the attitude of the Polish authorities.

- b. The railroad bridge over the Oder River near Kuestrin will have two tracks. (1) Superstructures IIIa and Va of this bridge are damaged. Superstructures IIIa will have to be rebuilt completely at an estimated cost of 486,000 Eastmarks. The material for superstructure IVa, which will also have to be rebuilt completely, and will be obtained from the destroyed bridge near the mouth of the Peene River near Karnin. However, this bridge will first have to be salvaged.

Completion dates for the different construction stages of this project have been fixed as follows:

- (1) Preparation of the construction site: 10 September to 31 October 1951;
- (2) Unloading of bridge material: 17 September to 10 October 1951;
- (3) Working operations: 26 September to 15 December 1951;
- (4) Assembly work on superstructure Va: 20 September to 15 October 1951;

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- (5) Erection of hoisting platforms and scaffoldings for superstructure IIIa: 20 September to 5 October 1951;
- (6) Assembly work on superstructure IIIa: 28 September to 31 October 1951;
- (7) Removal of the scaffoldings for superstructure IIIa: 1 to 15 November 1951;
- (8) Erection of scaffoldings for superstructure IVa: 1 to 31 October 1951;
- (9) Assembly work on superstructure IVa: 16 October to 31 December 1951;
- (10) Riveting and placing of superstructure IVa in position: 1 to 31 January 1952;
- (11) Removal of the scaffoldings for superstructure IVa: 25 January to 10 February 1952.

25X1 11. On 4 January 1952, [ ] plan of the connecting curve near Eberswalde at the Berlin regional railroad headquarters. (h)

25X1 12. On 3 January 1952, [ ] observed at the construction site of the connecting curve at Mustermark that this project had progressed so far that it may be ready for operations on 25 January 1952. (2)

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[ ] Comments.

- 25X1 (1) [ ] The construction in Belzig and in Jueterbog is to improve the connections with the Jueterbog-Altes Lager camps. The information in paragraph 3c refers to the connecting curve south of Buch. For location of curve, see Annex 1.
- (2) For location of curve, see Annex 1. For location of curve mentioned in paragraph 3d, 4 and 12, see Annex 2.
- (3) This information refers to the construction of a new classification yard for the customs control station between the eastern perimeter of Frankfurt/Oder and the Oder Bridge.
- 25X1 (4) [ ] The construction plan was transmitted previously. For sketch of connecting link reported in paragraph 11, see Annex 3.
- (5) The completion in early December 1951 of the trackage for the southern section of the Berlin Outer Freight Ring was reported by other sources. See paragraphs 2, 3a, and 5 of the present report. The high estimate of costs reported for this project in 1952 may therefore be connected with the construction of safety and telecommunication installations which are still lacking.
- (6) The Rathenow-Kriele sector of this single-track narrow-gauge railroad line has been dismantled. The conversion of this line to standard-gauge would establish a link between the Berlin-Stendal and Berlin-Mittenberge trunk lines. However, this information requires confirmation.
- (7) The construction of this line was planned previously, but its execution had to be delayed because of other more urgent construction projects.
- (8) The execution of this project would establish a more efficient connection between the Berlin-Halle and the Berlin-Dresden trunk lines.
- 25X1 (9) The scheduled completion date for this line was 31 December 1951. See [ ]

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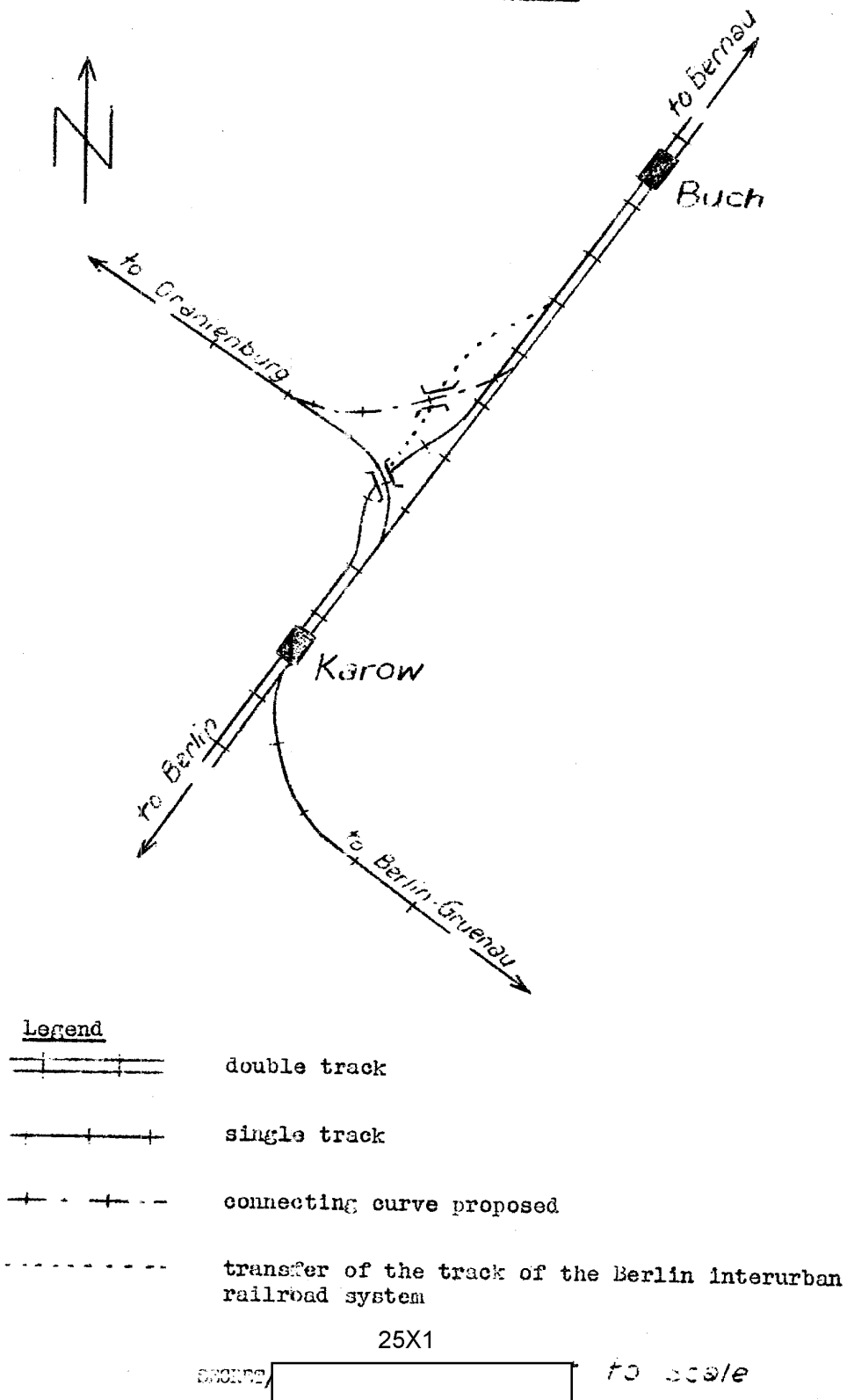
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- (10) The double-track Ducherow-Ahlbeck railroad line, which connects the main land with the Isle of Usedom has been dismantled. As the still usable superstructures of the railroad bridges over the Peene River near Karnin, which is on this line, were used for a railroad bridge on the Bad Freienwalde-Angermünde line and for the bridge over the Oder River near Kustrin, the entire bridge near Karnin would have to be reconstructed. However, reconstructions appear to be improbable because of the acute shortage of steel in the Soviet Zone of Germany. Moreover, it is to be noted that this project has not appeared in one of the 1952 construction schedules of the eight regional railroad headquarters. See
- The information therefore requires confirmation.
- (11) So far, only plans for the reconstruction of the railroad line between Templin and Prenzlau have been known. It cannot be explained why this line should be built via Fuerstenwerder, where it would connect to the Fuerstenwerder-Dedelow-Frenzlau and the Dedelow-Strasburg branch lines, because this would be a large detour.
- (12) The opening of this newly constructed single-track to a large airfield was reported previously.

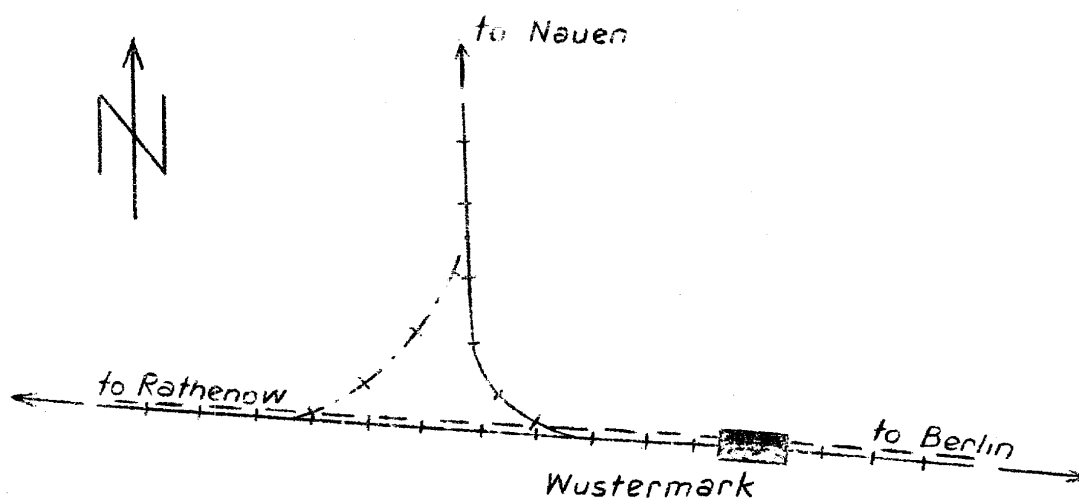
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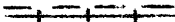


Connecting Curve near Buch.



Connecting Curve near Wustermark



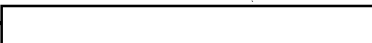
Legend

-  formerly double track, one track dismantled
-  single track
-  connecting curve under construction

*not to scale*

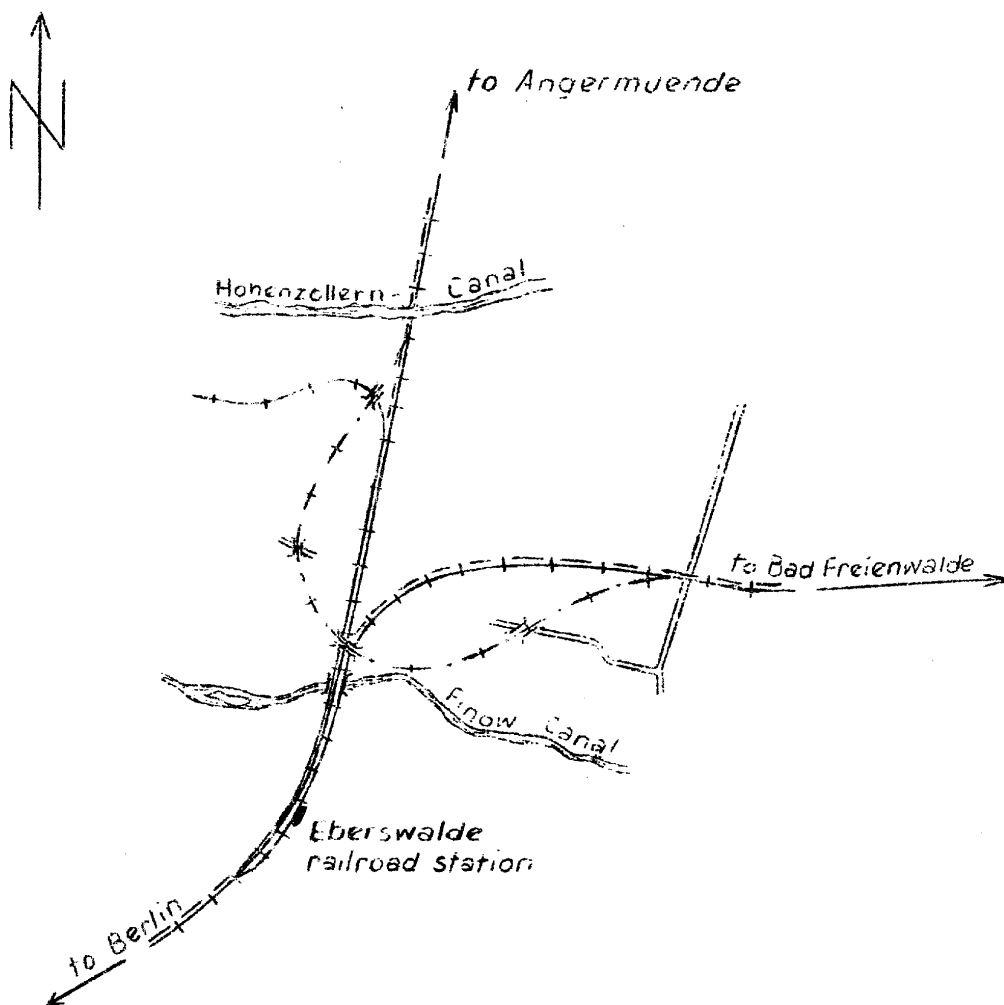
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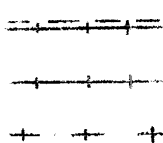




Connecting Curve near Eberswalde



Legend



formerly double track, one track dismantled

single track

connecting curve under construction

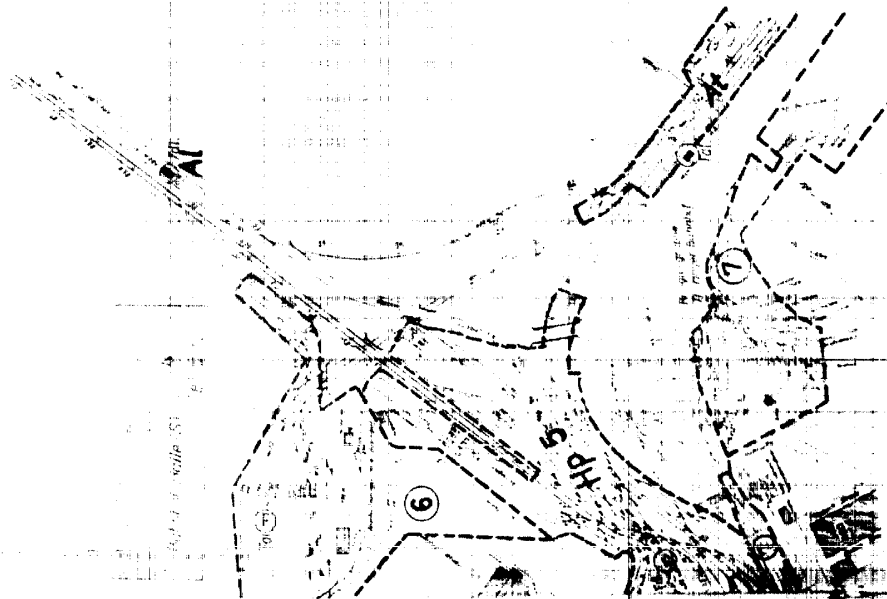
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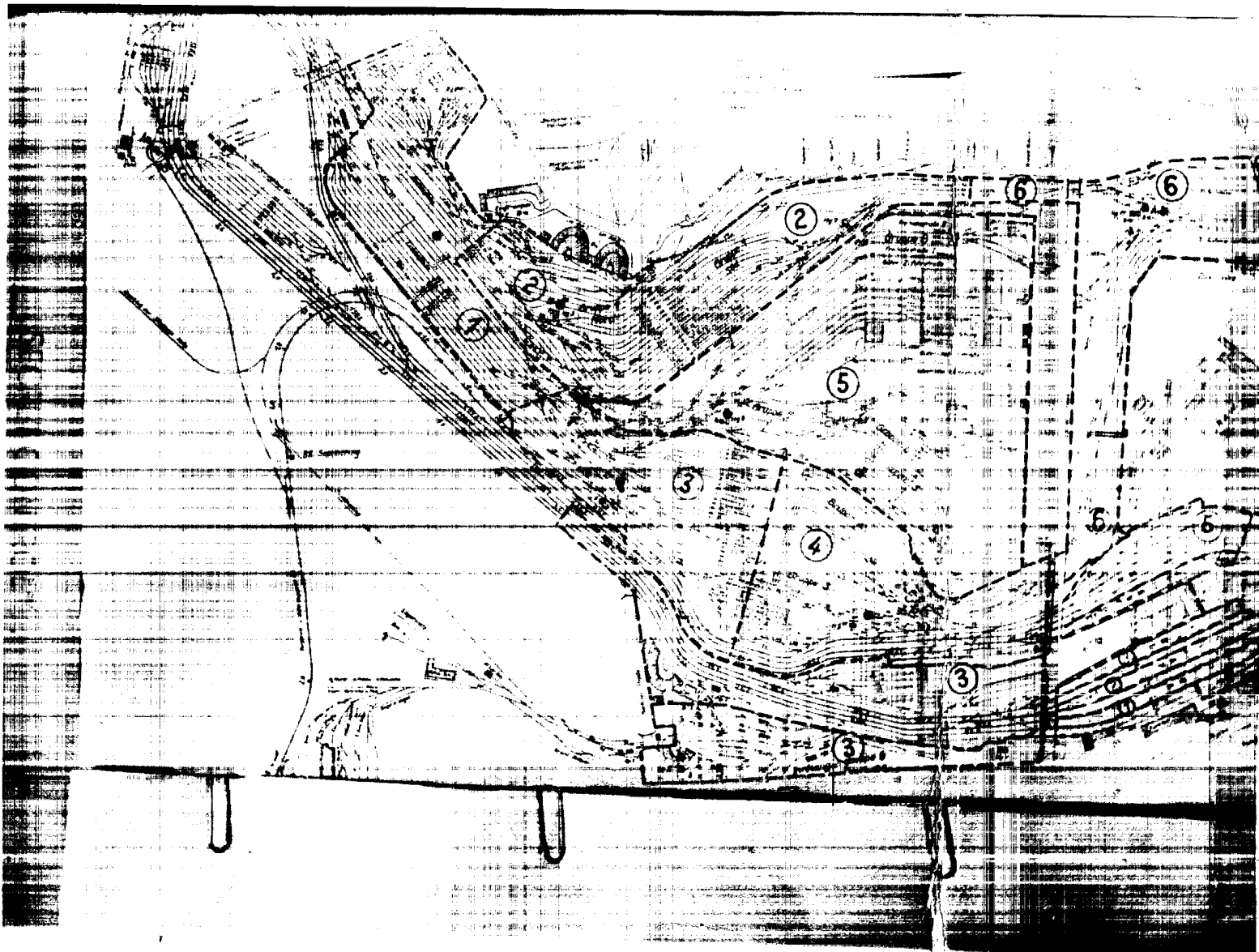
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